केन्द्रीय सड़क निधि के अन्तर्गत प्रावधान में वृद्धि

*48. **श्री कनकसिंह मोहनसिंह मंगरौला :**
श्री ईश दत्त यादव ।

क्या **जल-भूतल** परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि केन्द्रीय सड़क निधि के अन्तर्गत प्रावधान में संशोधित प्राक्कलनों के अनुरूप वृद्धि नहीं की गई है;

(ख) यदि हां, तो इसके क्या कारण हैं; और

(ग) केन्द्रीय सड़क निधि के अन्तर्गत प्रावधान में कब वृद्धि की जाएगी ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) :(क) और (ख) जी, हां । केन्द्रीय सड़क निधि में वृद्धि के बारे में संसद द्वारा दिनांक 13.5.88 को पारित संशोधित संकल्प इस कारण से कार्यान्वित नहीं किया जा सका है क्योंकि इसके लिए अपेक्षित मात्रा में निधियां प्राप्त नहीं हो रही हैं।

(ग) चूंकि, संशोधित संकल्प को अभी कार्यान्वित किया जाना है, इसलिए अभी यह बता पाना संभव नहीं है कि केन्द्रीय सड़क निधि में वास्तविक वृद्धि कब होगी।

Operation of hot mix plants in the Capital

*49. SHRI AJIT P. K. JOGI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state;

(a) whether Government's attention has been drawn to the news item captioned "Hot Mix Sanyantrg Abhi bhi Dharalle Se Chal Rahe Hain" - appearing in the Nav Bharat Times' dated 3rd April, 1994;

(b) whether certain hot mix plants are stjl] operating in the capital without following he directions of Central Pollution Control Board issued to them;

(c) if so. the details thereof;

(d) the action taken or proposed to be taken by Government against such plants; and

(e) what action in a comprehensive manner has foeen taken by Government to ensure that Delhi, one of the most polluted cities in the world, does not continue to suffer from such and other source of pollution?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL. NATH); (a) Yes, Sir. The Government is aware of the pollution caused by Hot Mix Plants in Delhi.

(b) Yes, Sir.

(c) Out of the existing 8 Hot Mix Plants to whom directions were issued by the Central Pollution Control Board, two are still operating in the Capital in violation of such directions.

(d) Prosecution proceedings have been initiated under Section 37 of the Air (Prevention & Control of Pollution) Act, 1981 by the Delhi Delhi Pollution Control Committee against the two units which had violated the CPC directions. In addition, prosecutions have been launched against three other units under Section 37 of the Air (Prevention and Control of Pollution) Act_ 1981 for operating without a consent: and direction for closure under Section 31 of the Air (Prevention and Control of Pollution) Act, 1981 has been issued against one other unit for operating without a consent. Notices have been issued to 2 MCD units also.

(e) The steps taken by the Gov. ernment include the following:

(i) Emission standards for the major air polluting industries and Standards for ambient air quality have been notified.

(ii) A network of ambient air quality-stations have been set up.

(iii) Industries have been directed to comply with the prescribed standards within a stipulated time frame and prosecutions are launched against the defaulting units.

(iv) Fiscal incentives are provided for installation of pollution control equipment and for shifting of units to Suitable locations.

(v) Emission norms for both petrol and diesel driven vehicles have been notified under the Motor Vehicles Rules, 1989 and these are under implementation from 1990. The State Transport Authority in Delhi has been advised to enforce these standards strictly.

(vi) The lead content in petrol has been brought down to a maximum oif 0.15 gramme per litre in Delhi with effect from April, 1994. It is proposed to reduce them further.

(vii) Public awareness campaigns have been launched on various measures to prevent and control pollution from vehicles.

(viii) More stringent norms for vehicular emissions have been notified under the Central Motor Vehicles Rule in September 1993 which would come into effect from April, 1, 1995 in Delhi.

(ix) Automobile manufacturers have been asked to develop and improve their technology to meet the mor$_e$ stringent standards for emisssion from vehicles.

(x) A High-powered Committee has been set up under the chairmanship of Secretary (Environment and Forests) to prepare a comprehensive action plan on Environment and Pollution Control in Delhi,

Financial assistance to road transport Corporations

*50. SHRIMATI CHANDRIKA ABHHNANDAN JAIN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Government have decided not to provide any budgetary assistance to the State Road Transport Corporations in 1994-95 plan outlay;

(b) if so, the reasons therefor;

(c) the total accumulated losses in the current year State-wise and how these are compared to previous years' figures and how Government propose to overcome them;

(d) whether the Planning Com mission has proposed any strategy ifor financial improvement of the SRTCs;

(e) if so, the details thereof; end

(f) the estimated interest burden on SRTCs arising-out of the Central and State loans during the year 1993 94?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) In line with the policy guidelines envisaged Annual Plan "1993-94 Document, Plan ning Commission has been advising the State Governments that the expansion of bus fleet to meet the incremental traffic demand should comp from tb° nrivate sector. The need for SRTCs' expanding fleet is